

Revision of Motorcycle Licensing Guideline Documents

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Presentation Topics

- Motorcycle Crashes and Fatalities
- Reducing Motorcycle Crashes and Fatalities
- The Purpose of Motorcycle Licensing
- Challenges to Motorcycle Licensing
- Motorcycle Licensing Resource Documents
- Revision of the MOLS and IMREL Guideline Documents
- Outcome of June 2006 AAMVA MTWG Meeting
- Grants Available
- AAMVA's Motorcycle Examiner Certification Program

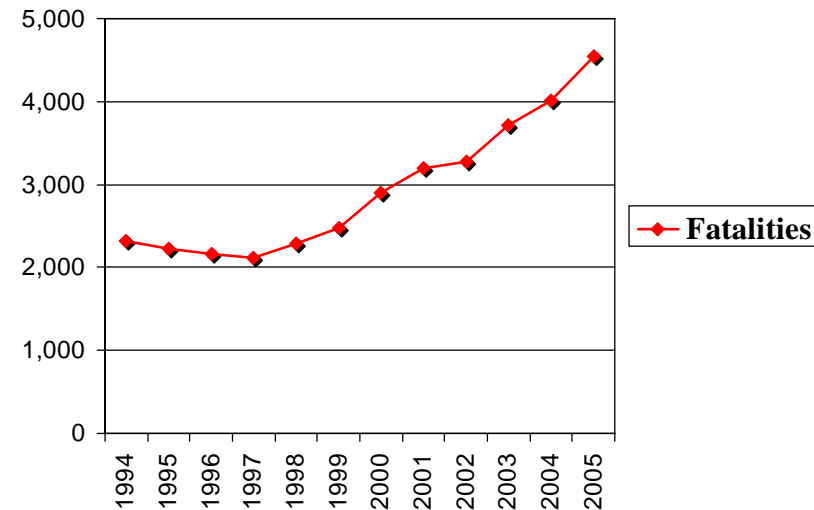
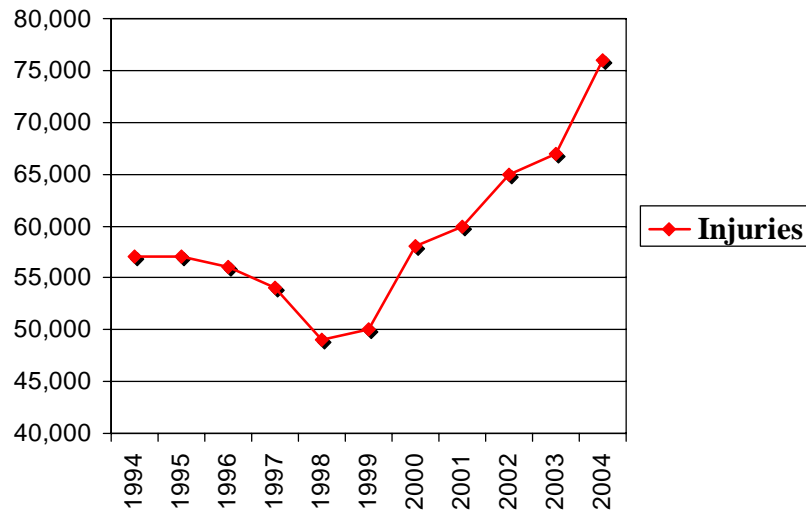
The Motorcycle Crash and Fatality Crises

- In 2004, 4008 motorcyclists were killed and an additional 76,000 were injured in traffic crashes in the U.S. – 8 percent more than the 3,714 motorcycle fatalities and 14 percent more than the 67,000 motorcyclist injuries reported in 2003.
- Motorcycle fatalities increased each year between 1997 and 2004 with an increase of 1,892 or 89 percent.

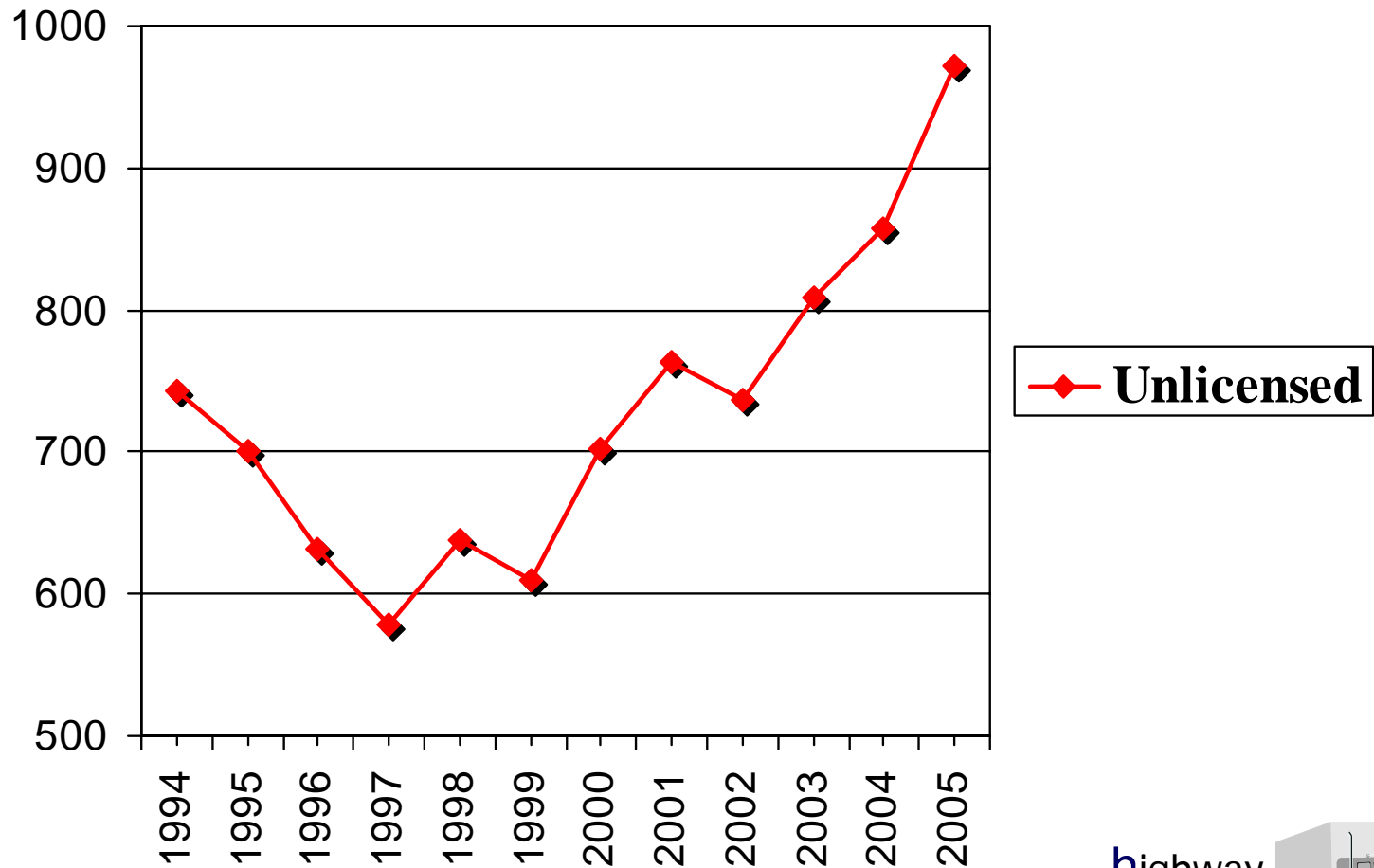
The Motorcycle Crash and Fatality Crises

- Nearly one out of four motorcycle operators (21 percent) involved in fatal crashes in 2004 were operating the vehicle with an invalid license at the time of the collision, while only 12 percent of drivers of passenger vehicles involved in fatal crashes had an invalid license.
- As early as 1968, researchers identified motorcyclist testing and licensing as the most promising means of achieving long-term, cost effective crash reduction. This remains the case today.

Motorcycle Injuries and Fatalities 1994-2005

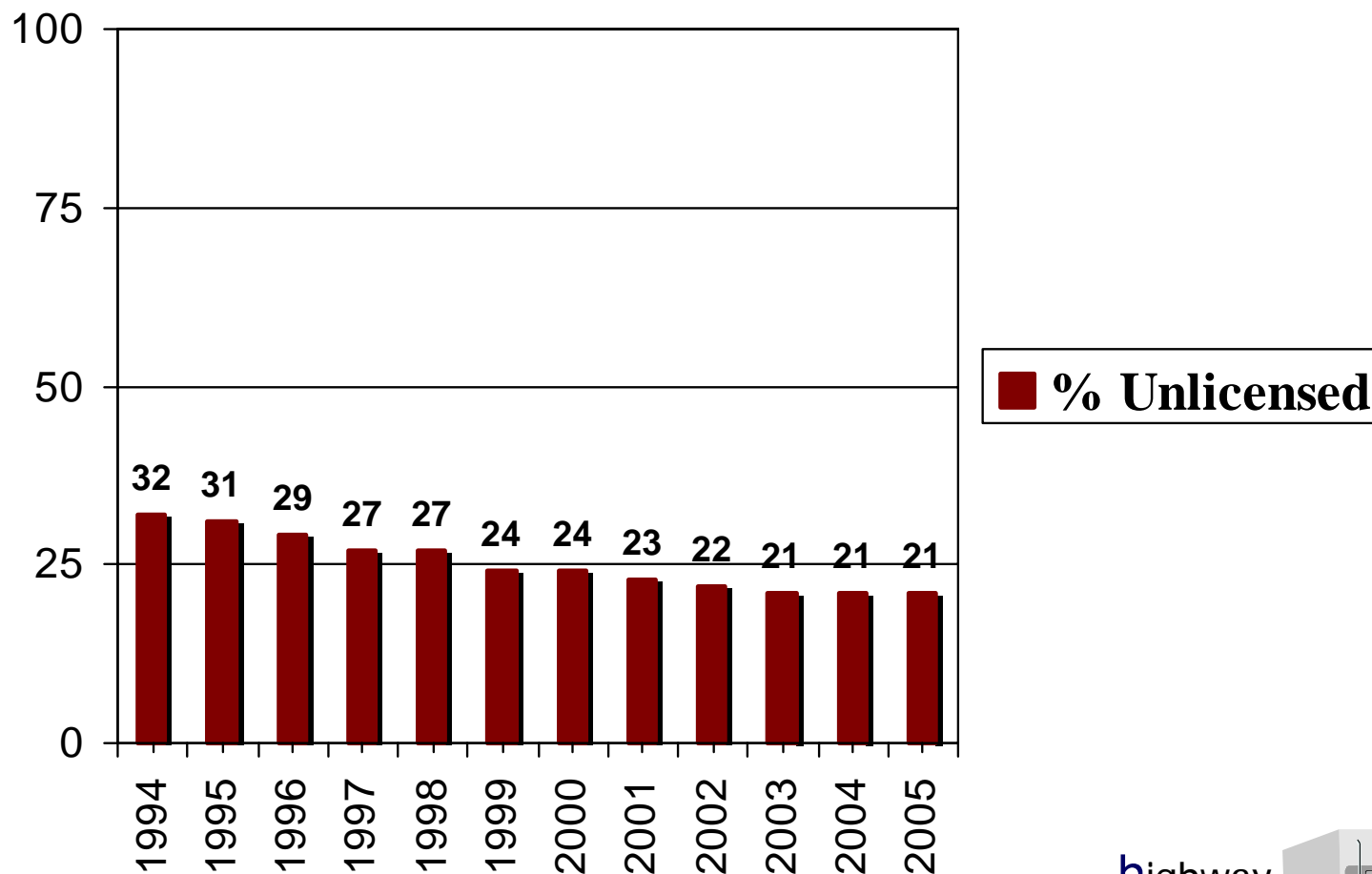


Improperly Licensed Riders Involved in Fatal Crashes 1994 - 2005



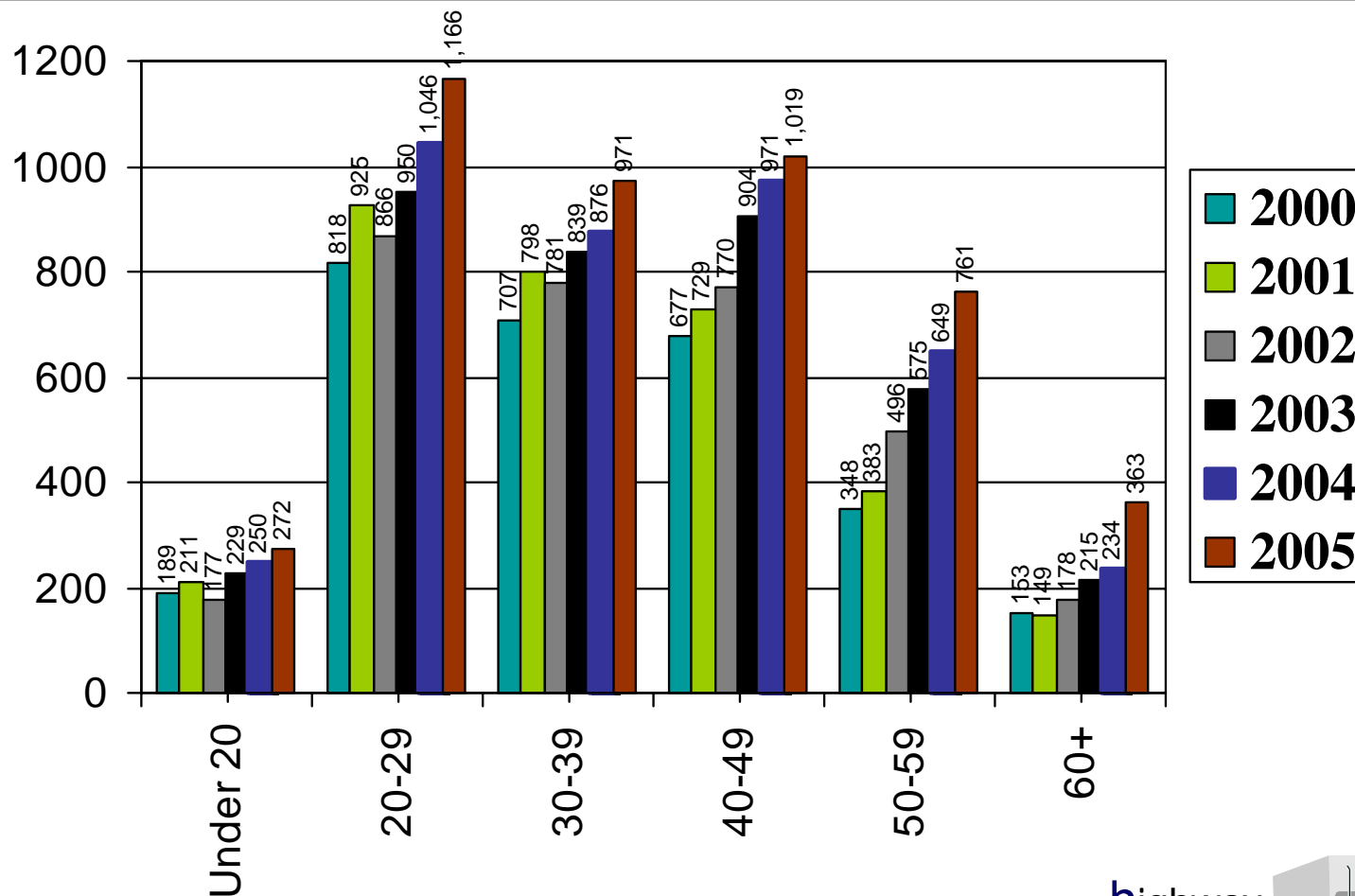
Source: FARS

Percent of Improperly Licensed Riders Involved in Fatal Crashes 1994 - 2005



Source: NCSA, FARS 1995-2003 / FARS 2004-2005

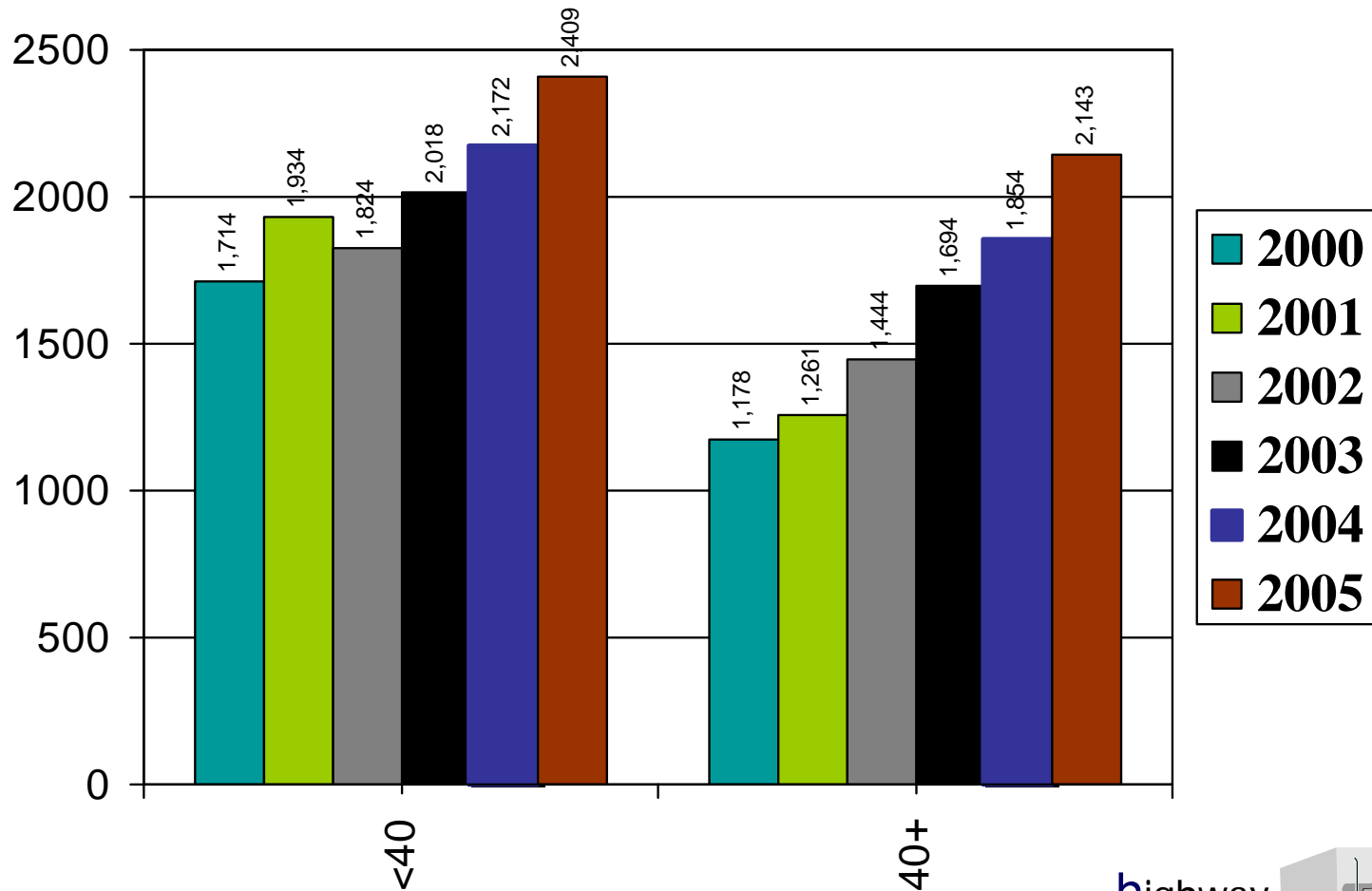
Motorcycle Fatalities by Age 2004-2005



Source: NCSA, FARS 1995-2003 / FARS 2004-2005

2000-2005 Motorcycle Fatalities

Comparison of Ages Under and Over 40



Source: FARS

Reducing Motorcycle Crashes and Fatalities

- There is no single answer to the reduction of motorcycle crashes and fatalities.
- A reduction in motorcycle crashes and fatalities can only be addressed through a comprehensive system that includes rider education, public awareness, licensing, enforcement, etc.

Reducing Motorcycle Crashes and Fatalities

- This presentation will focus on the resources and strategies for Motor Vehicle Administrations (MVAs) to assist in the national effort to address the motorcycle crash and fatality crisis faced today and tomorrow.

Purpose of Motorcycle Licensing

The ultimate goal of a motorcycle operator licensing system is to reduce crashes, injuries and fatalities. Operator licensing can help reach this goal by achieving the following objectives:

- motivate people who wish to operate motorcycles to develop the skills and acquire the knowledge necessary to ride safely,
- control the learning process to ensure that the beginner rider gains experience in a low-risk environment,

Purpose of Motorcycle Licensing

- assure that new riders (permit stage) attain an appropriate level of skill and knowledge before being granted full riding privileges, and
- assure that experienced riders maintain an acceptable level of safety, knowledge and skill throughout their riding careers.

Purpose of Motorcycle Licensing

In addition to enhancing public safety, motorcycle operator licensing also provides a means for motor vehicle administrators to:

- collect data regarding motorcycle rider demographics,
- exercise legal control over motorcyclists, and
- generate revenue to support other motorcycle safety programs.

Challenges of Motorcycle Licensing

MVAs face a number of challenges in designing and implementing a motorcycle operator licensing system. To ensure long-term viability, the system must be practical to administer without sacrificing its ability to achieve its goal of crash reduction, while also being acceptable to the motorcycle community.

Challenges of Motorcycle Licensing

Challenges to the effectiveness of a licensing system include:

- failure of motorcycle operators to participate in the program,
- inability to discriminate between adequate and inadequate levels of skill and knowledge, and
- failure of applicants to advance appropriately through the licensing system.

Challenges of Motorcycle Licensing

Additional challenges include the lack of up-to-date scientific research to support programs used for the purpose of licensing, such as:

- outdated skills testing procedures;
- outdated crash causation statistics and research; and
- federal funding to support the advancement of motorcycle licensing and testing systems.

Current Resources to Assist MVAs

- Most resources used to assist MVAs in the establishment and improvement of their motorcycle operator licensing systems have been developed cooperatively by NHTSA, AAMVA and MSF.

Current Resources to Assist MVAs

The most recent documents available to assist MVAs include:

- The Motorcycle Operators Licensing System (MOLS) Guideline Document (NHTSA)
- Integrating Motorcycle Rider Education and Licensing (IMREL) Guideline Document (NHTSA)

Current Resources to Assist MVAs

Other documents available to assist MVAs include:

- The National Agenda for Motorcycle Safety (NAMS)
- Promising Practices in Motorcycle Rider Education and Licensing (NHTSA)
- Motorcycle Rider Education and Licensing
A review of Programs and Practices (NHTSA)

MOLS Guideline Document

- For over 20 years the Motorcycle Operator Licensing System (MOLS) has been the guide for improved operator licensing systems in the United States, Canada and several other countries.
- The original manual was published in 1974 and subsequently revised in 1981, 1989 and again in 1997.

MOLS Guideline Document

- The MOLS provides guidelines to MVAs to improve their motorcycle operator licensing system. The most recent version of the MOLS is centered around a graduated rider licensing system.
- This most recent version of the MOLS has not been widely adopted due to some of the complications associated with a graduated rider licensing system.

IMREL Guideline Document

- The *Integrating Motorcycle Rider Education and Licensing (IMREL)* guideline document, created in 1993, describes recommendations for integrating motorcycle rider education and licensing, the rationale for such a system, the liabilities of an integrated system, and the responsibilities for such a system.

MOLS and IMREL Guideline Documents

- Both the MOLS and the IMREL contain important licensing guidelines for State Motor Vehicle Administrators, thus the need to update is evident.

AAMVA/NHTSA Revision of the MOLS and IMREL Guideline Documents

- To revise the *Motorcycle Operator Licensing System (MOLS)* and *Integrating Motorcycle Rider Education and Licensing (IMREL)* Guideline Documents to support the reduction of motorcycle crashes and fatalities.

Major Tasks - AAMVA

1. Create a Motorcycle Technical Working Group (MTWG)
2. Support and conduct meetings of the MTWG
3. Develop and deliver revised motorcycle manuals (MOLS and IMREL)
4. Promote availability of motorcycle manuals

AAMVA MTWG

- AAMVA formed the Motorcycle Technical Working Group to assist with revisions to the MOLS and IMREL documents.
- The working group consists of members from:
 - state driver license agencies
 - state rider education programs
 - state highway safety offices
 - law enforcement
 - Motorcycle advocacy groups (i.e. MSF, SMSA, AMA, MRF)
 - AAMVA and NHTSA staff
 - AAMVA contractor

Role of MTWG Members

1. Assist AAMVA and states with revisions to the MOLS and IMREL documents by providing expertise on public education, agency collaboration, licensing and safety issues, as they relate to motorcycle licensing.
2. Review related documents and provide comments.
3. Represent respective states/organizations.
4. Think outside of the box/be creative.
5. Provide recommendations that are feasible for agencies to implement.

Recommendations from the June 2006 AAMVA MTWG Meeting

1. Merge the MOLS and IMREL documents.
2. Develop a new name for the document
3. Develop a new and unique document that will be a resource for all government agencies and other organizations to utilize in helping reduce the number of motorcycle crashes and fatalities.
4. Need the involvement of key players such as:
 - Driver license agencies
 - Rider education programs
 - State highway safety offices
 - Law enforcement
 - Manufacturers and dealers
 - Department of Health
 - Department of Transportation
 - Riders clubs and organizations
 - etc.

Recommendations from the June 2006 AAMVA MTWG Meeting

5. New document must support the National Agenda for Motorcycle Safety (NAMS) and other NHTSA documents.
6. Revise the concept of graduated rider licensing and include as an appendix.
7. Provide strategies for interagency cooperation.
8. Provide strategies for public awareness/education.
9. Strategies on reducing the unlicensed rider population.
10. Look at strategies for providing supervised rider (permitted) practice. May involve the future development of a “Supervised Rider – Mentor Guide”.

Recommendations from the June 2006 AAMVA MTWG Meeting

11. Look at strategies for the “re-entry rider”.
12. Provide strategies for all state agencies to work cooperatively on the reduction of motorcycle crashes and fatalities.
13. Develop recommendations for states on the establishment or improvement of a task force for motorcycle safety, licensing and enforcement as part of their Governors Highway Safety Plan.
14. Revise the motorcycle licensing guideline recommendations.

MTWG – Next Steps

- Working group members continue to review documents and submit comments.
- Contractor to rework document to reflect recommendations from June 2006 meeting.
- Conduct second meeting of the MTWG.
- Continue to conduct conference calls of the MTWG.
- Work with other state agency groups and safety advocates on recommendations.

Grants Available – FY 2006

Under Section 2010 of SAFETEA-LU States can apply for a Motorcycle Safety Grant beginning in fiscal year 2006.

- States must adopt and implement effective programs to reduce the number of crashes involving motorcyclists.
- To qualify for an initial grant, a State must demonstrate compliance with at least one of the six grant criteria.
- States must submit through its State Highway Safety Agency, an application to the appropriate NHTSA Regional Administrator.

SAFETEA-LU Six Grant Criteria

- Motorcycle Rider Training Courses;
- Motorcyclists Awareness Program;
- Reduction of Fatalities & Crashes Involving Motorcycles;
- Impaired Driving Program;
- Reduction of Fatalities and Accidents Involving Impaired Motorcyclists; and
- Use of Fees Collected from Motorcyclists for Motorcycle Programs.

Grants Available – Subsequent Years

- To qualify for a grant in subsequent fiscal year, a State must demonstrate compliance with at least two of the six grant criteria.
- The grant covers fiscal years 2006 through 2009.
- State must submit an Annual Performance Report
- Document how it intends to use the funds by Sept 1 of each year.

Funding Stipulations

- Section 2010 grant funding can only be used for motorcycle safety training and motorcycle awareness programs.
- The grant amount to a State for a fiscal year under this program can not be less than 100k.
- The grant may not exceed 25% of the amount apportioned to the State for fiscal year 2003 under section 402 of title 23, United States Code.

Additional Funding Information

The Department of Transportation, NHTSA,
Motorcyclist Safety Grant Program
23 CFR Part 1350
(Docket No. NHTSA-2006-23700)

For Program Issues: Marti Miller, regional
Operations and Program Delivery, NHTSA
(202) 366-2121

For Legal Issues: Allison Rusnak, Office of the
Chief Counsel, NHTSA
(202) 266-1834

Motorcycle Examiner Training

- Most jurisdictions utilize formal training programs for the training of their motorcycle examiners.
- Programs have been developed either in-house or provided by assistance from the Motorcycle Safety Foundation (MSF).
- Hours and standards for training varies.

AAMVA's International Driver Examiner Certification (IDEC) Program

- The IDEC program was developed by the National Highway Traffic Safety Administration (NHTSA), the jurisdictions and AAMVA in the 1980s to provide a higher level of training to driver examiners, to recognize driver examining personnel as professionals and promote highway safety.

AAMVA's International Driver Examiner Certification (IDEC) Program

- Has been certifying examiners in the areas of :
 - Basic Examiners since 1987
 - Motorcycle Examiners since 1991
 - Commercial Examiners since 1997
- The final component created the Certified ThirdParty Tester (CTT). The certification was created to upgrade the level of training and to provide an avenue for third party testers to meet the same level of qualifications as jurisdictional personnel.

AAMVA's International Driver Examiner Certification (IDEC) Program

Program Objectives

- Improves the efficiency and effectiveness of examining personnel.
- Establishes standards to assist jurisdictions in their examiner training programs.
- Encourages examining personnel to increase their knowledge and competence.
- Protects the public interest by assuring special examiner/tester training and experience on an annual basis.
- Promotes highway safety.
- Upgrades the professionalism of examiners.

AAMVA's International Driver Examiner Certification (IDEC) Program

- Certified Driver Examiner (CDE)
- Certified Commercial Examiner (CCE)
- Certified Motorcycle Examiner (CME)
- Certified ThirdParty Tester (CTT)



AAMVA's International Driver Examiner Certification (IDEC) Program

Requirements for Accreditation

- Must be a member jurisdiction in good standing with AAMVA.
- Must successfully complete accreditation requirements.
- Must meet all requirements of the core check list.
- Must provide refresher training.

AAMVA's International Driver Examiner Certification (IDEC) Program

Currently there are 41 Jurisdictions participating in the International Driver Examiner Certification (IDEC) Program

- 41 Jurisdictions
- Over 7,300 Examiners Certified (CDE/CME/CCE)
- Over 2,600 Active

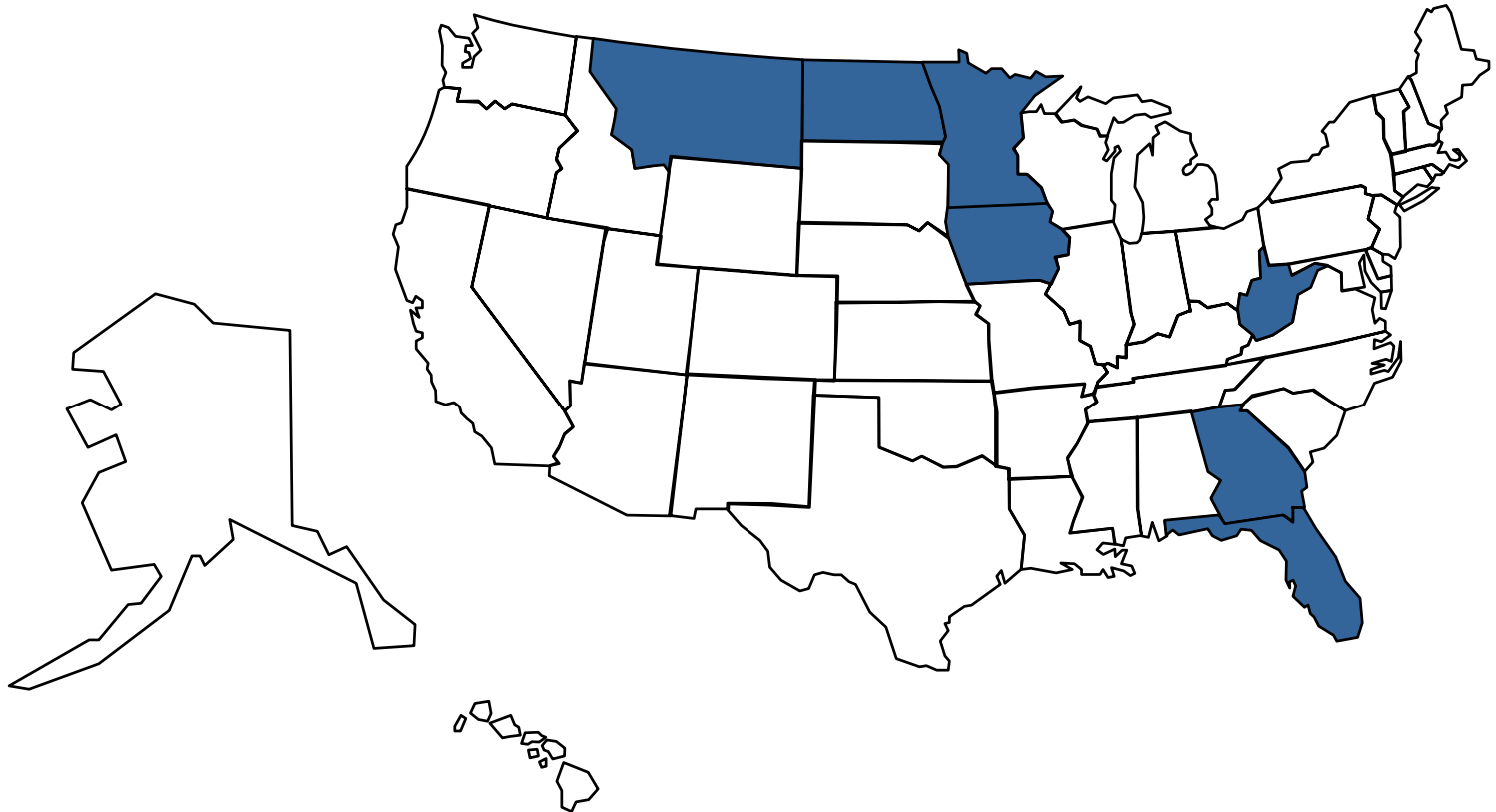
Certified Motorcycle Examiner

- Historically AAMVA has worked with MSF on the CME program.
 - Format of the CME training manuals
 - Development of the CME certification exams
 - MSF Sponsored Examiner Training

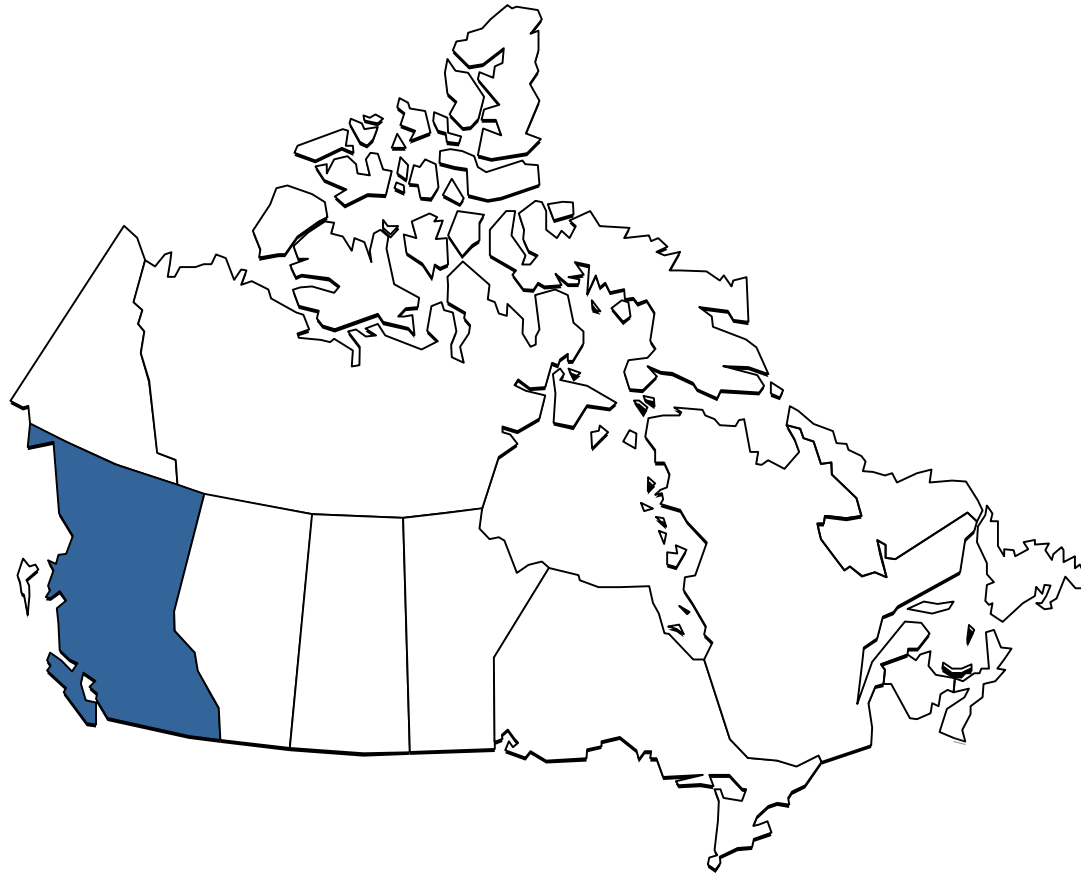
Certified Motorcycle Examiner

- Role of AAMVA and MSF
 - MSF provides training materials to states
 - MSF provides training to states when requested
 - AAMVA approves state CME programs
 - States provide training and submit examiners for certification to AAMVA
 - AAMVA issues certifications
 - AAMVA monitors states

Participation in the AAMVA CME Program



Participation in the AAMVA CME Program



Conclusions

1. Motorcycle crashes and fatalities are on the rise and will likely continue.
2. The unlicensed riders continue to be a problem.
3. Injuries and fatalities of riders over the age of 40 is on the rise and will likely continue.
4. There are challenges to motorcycle licensing and enforcement.
5. The revised AAMVA/NHTSA guideline document on motorcycle licensing, safety and enforcement will be a valuable asset for jurisdictions.

Conclusions

6. Funding should be made available to support updated research projects on accident causation, up-to-date testing methods, etc.
7. States should have a motorcycle safety, licensing and enforcement *task force* as a part of their *Governor's Highway Safety Plan*.
8. States should seek funding to assist with their motorcycle safety, licensing and enforcement efforts.
9. Standards and guidelines for motorcycle examiners should be revisited.
10. States should be encouraged to participate in the AAMVA Certified Motorcycle Examiner (CME) Program.

For Information on the AAMVA Examiner Certification Program

Please Contact:

Denise Hanchulak

AAMVA Programs Division

(703) 908-5767 or dhanchulak@aamva.org

Also Visit the AAMVA Web Site at:

www.aamva.org/training

For Information on the MOLS/IMREL Guideline Document Project

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